

2001 NATIONAL SURVEY OF DRINKING AND DRIVING



Volume 1 **SUMMARY REPORT**



1. Report No. DOT HS 809 549	2. Government Accession No.	3. Recipient's Catalog No.	
4. Title and Subtitle Volume I: Summary Report National Survey of Drinking and Driving Attitudes and Behavior: 2001		5. Report Date June, 2003	
		6. Performing Organization Code	
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9. Performing Organization Name and Address The Gallup Organization 901 F Street, NW – Suite 400 Washington DC 20004 202-715-3030		10. Work Unit No. (TRAIS)	
		11. Contract or Grant No. DTNH22-00-F-05131	
12. Sponsoring Agency Name and Address U.S. Department of Transportation National Highway Traffic Safety Administration (NHTSA) Office of Research and Traffic Records Washington, D.C. 20590		13. Type of Report and Period Covered Final Report	
		14. Sponsoring Agency Code	
15. Supplementary Notes Marvin M. Levy. Ph.D. was the Contracting Officer's Technical Representative			
16. Abstract <p>This report represents the sixth in a series of biennial national surveys undertaken by the National Highway Traffic Safety Administration (NHTSA) starting in 1991, and reports data from this sixth administration as well as those of the first five administrations (1991, 1993, 1995, 1997 and 1999). The objective of these recurrent studies is to measure both current status and trends regarding the public's attitudes, knowledge, and self-reported behavior related to drinking and driving. These data are used in supporting future NHTSA initiatives, identifying areas where improvements have been made, and identifying those areas needing further attention.</p> <p>This report, Volume I: <i>Summary Report</i> presents a top line summary of respondents' behaviors and attitudes on various topics related to drinking and driving including reported frequency of drinking and driving, prevention and intervention, riding with impaired drivers, designated drivers, perceptions of penalties, and knowledge of and acceptance of Blood Alcohol Concentration (BAC) levels. Volume II: <i>Methods Report</i> describes the methods used to conduct the interviews and analyze the data. It also contains a copy of the most recent questionnaire, and Volume III: <i>Findings Report</i> provides a more detailed analysis for the topics presented in Volume I as well as other topics.</p> <p>The findings for the 2001 survey administration indicate that despite the public's continued concern about drinking and driving, progress in a number of key areas has slowed. Nearly eight in ten (77%) respondents said that drinking and driving by others is a major threat to their personal safety. This is a significant decline since 1999 (80%). In 1995, 20% of drivers reported driving within two hours of drinking in the past year. This proportion rose to 23 % in 1999 and remained the same in 2001. The proportion of persons who put themselves at risk by riding with a potentially impaired driver declined between 1993 and 1995, and remains near the 1995 level of 12%. Perceptions of the certainty of being stopped for violating drinking and driving laws declined between 1995 and 1997 (from 33% saying such a stop is unlikely to 40% in 1997), but have remained at or near 40% since 1997. Support for increased use of sobriety checkpoints increased slightly since 1993 from 62% to 66% in 1997, but have declined back to 1993 levels again in 2001 (62%). While there was an increase in the proportion of persons who know the BAC limit in their state between 1995 (20%) and 1997 (29%), this level has remained consistent since 1997.</p> <p>On the other hand, some gains were made. Drinker-drivers made between an estimated 809 million and 1 billion driving trips within two hours of consuming alcohol (about 906 million) within the past year: This represents a significant decrease from the 1.3 billion trips measured in 1993. Support for zero tolerance for persons of any age to drive after consuming any alcohol continues to rise, from 43% in 1991, to 45% in 1995, to 48% in 2001. Also, support for a legal limit of .08 has increased from the 1997 base of 56% to 68% in 1999, to 70% in 2001.</p>			
17. Key Words Drinking, Driving, Attitudes, DWI, Survey, BAC, Problem Drinkers		18. Distribution Statement This report and database are available from the National Technical Information Service, Springfield, VA (703) 487-4650, and is free of charge on the NHTSA website at www.nhtsa.dot.gov .	
19. Security Classif. (of this report)	20. Security Classif. (of this page)	21. No. of Pages 25	22. Price

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Executive Summary

Background

The National Highway Traffic Safety Administration's (NHTSA) mission is to save lives, prevent injuries, and reduce healthcare and other economic costs associated with motor vehicle crashes. The agency's goal is to reduce rates of alcohol-related crashes from 0.63 to 0.53 crashes per 100 million vehicle miles traveled by the end of 2003.

In order to plan and evaluate programs intended to reduce alcohol-impaired driving, NHTSA needs to periodically update its knowledge and understanding of the public's attitudes and behaviors with respect to drinking and driving. NHTSA began measuring the driving age public's attitudes and behaviors regarding drinking and driving in 1991. This study represents the sixth of these biennial surveys designed to track the effectiveness of current programs and to identify areas in need of attention.

Telephone interviews were conducted with a nationally representative sample of 6,002 persons of driving age (age 16 or older) in the United States between November 8 and December 23, 2001. All survey data were weighted to match the known demographic characteristics of the U.S. population age 16 and older. Findings from the current survey are presented first. Then, comparisons with prior surveys are made.

It should be noted that this is a topline report on survey data and includes responses from more than 26,000 persons of driving age in trends since 1991 on more than 200 survey questions. The report is not intended to provide in-depth analyses of any one topic, but rather to give the reader a general overview of the data.

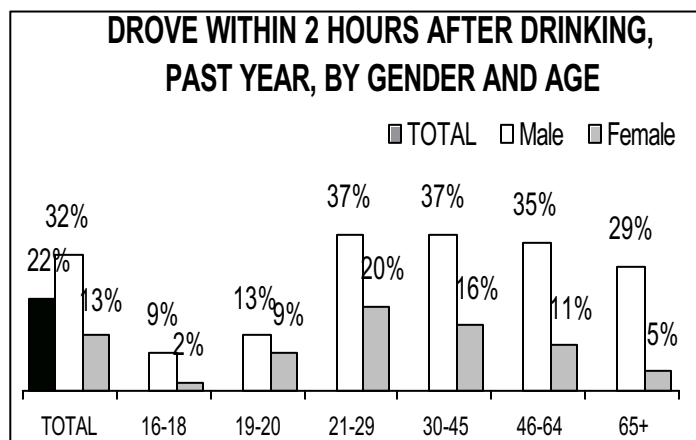
Key Findings

Drinking and Driving Behavior

About 22% of the driving age public has driven a motor vehicle within two hours of consuming alcoholic beverages in the past year. These persons are referred to as “drinker-drivers” throughout this report.

Males are more than twice as likely to have driven within two hours of drinking as are females (32% compared to 13%).

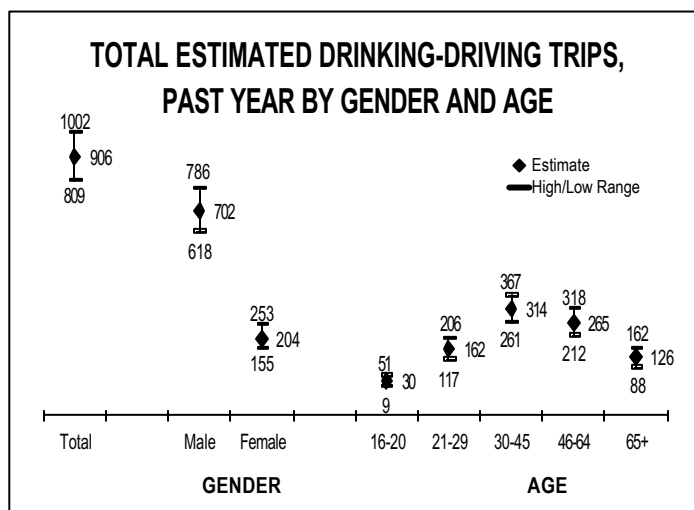
Adults age 21 to 29 are the most likely to be drinker-drivers, with 37% of males and 20% of females in this age group driving within two hours of alcohol consumption. Males age 30-45 are as likely to drink and drive (37%), however their female counterparts are not.



Q33. In the past 12 months, have you ever driven a motor vehicle within two hours after drinking alcoholic beverages? % One time or more. [Total respondents; n=6002]

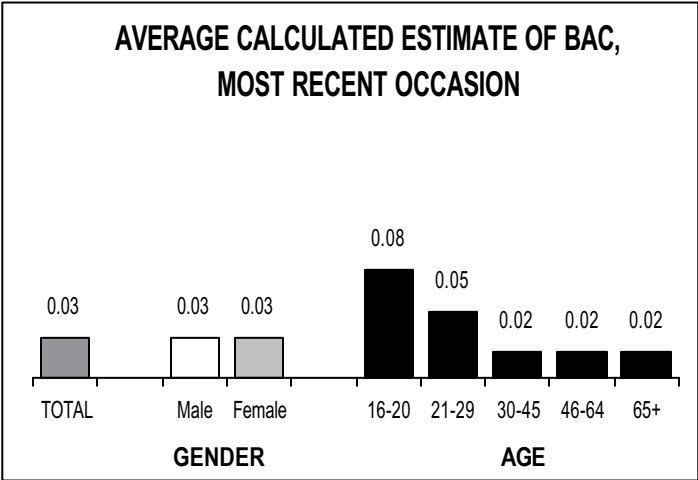
	Total	16-18	19-20	21-29	30-45	46-64	65+
Total	6002	660	241	804	1753	1615	906
Male	2607	327	115	365	786	670	336
Female	3395	333	126	439	967	945	570

Drinker-drivers made between an estimated 809 million and 1 billion driving trips within two hours of consuming alcohol in the previous year (based on the reported number of drinking-driving trips in the past 30 days expanded out to a full year, and projected to the driving-age population). Males make a disproportionately high number of drinking-driving trips (78% of trips while they are 48% of the driving age population). Those age 21-29 are disproportionately more likely to drink and drive (28% have driven after consuming alcohol, while they are 15% of the driving age population).



	Total	Male	Female	16-20	21-29	30-45	46-64	65+
Drove after drinking past year	1244	787	457	77	249	455	347	110

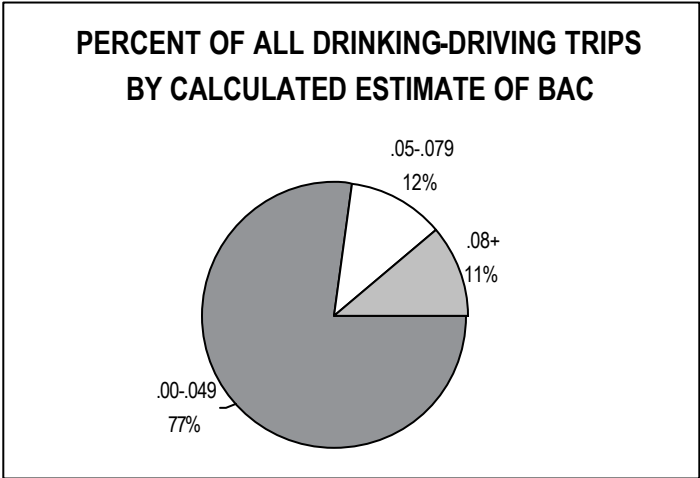
On average, drinker-drivers consume 2.6 drinks within the two hours prior to driving. When the amount of alcohol, timing of drinks, and weight and gender of the drinker are taken into consideration, 2.6 drinks relates to drinker-drivers operating a motor vehicle with an average blood alcohol concentration (BAC) of .03. This .03 BAC level is below the legal limit for those age 21 or older; however, about 5% of drinker-drivers are estimated to have a BAC of .08 or higher. Drinker-drivers under age 21 consume an average of 5.1 drinks prior to driving. While those age 16-20 make only about 3% of all drinking-driving trips, they do so at a BAC level nearly three times that of legal age drinkers (at about .08 BAC).



BAC calculated using NHTSA BAC estimation formula using gender, weight, number of drinks consumed, length of time drinking, and length of time between last drink and driving. [Base: drove after drinking past year; n=1244]

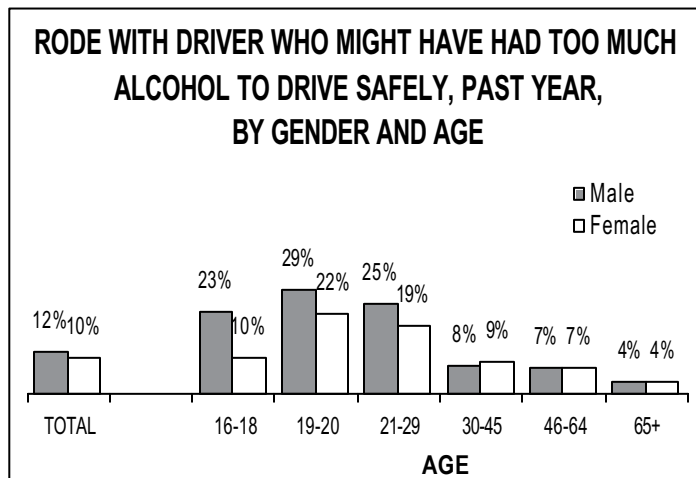
	Total	Male	Female	16-20	21-29	30-45	46-64	65+
Drove after drinking past year	1244	787	457	77	249	455	347	110

While the vast majority (77%) of the drinking-driving trips are made by drivers with BAC levels below .05, about one in ten (11%) or nearly 94 million trips are made by a driver with a BAC of .08 or higher.



[Base: total drove after drinking past year; n=1244]

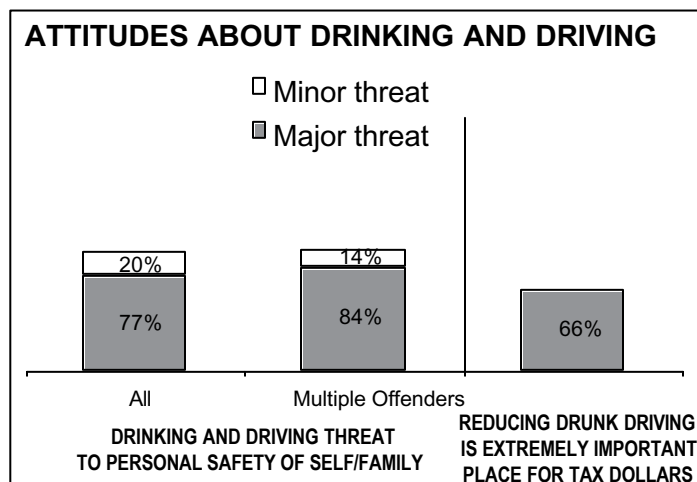
About one in nine (11%) persons age 16 or older has ridden with a driver they thought might have consumed too much alcohol to drive safely in the past year. This number rises to about one in five among those age 16 to 20 (21%) and among those age 21 to 29 (22%), with young males more likely to report the behavior.



Q57. In the past 12 months, did you ever ride in a motor vehicle with a driver who you thought might have consumed too much alcohol to drive safely? [Base: all respondents]

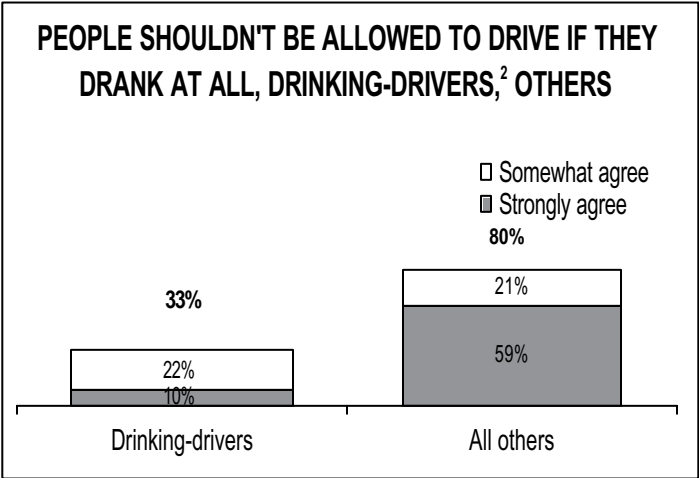
Attitudes About Drinking and Driving

The driving age public sees drinking and driving as a serious problem that needs to be addressed. Virtually all (97%) see drinking and driving by others as a threat to their own personal safety and that of their family. With 77% naming it a major threat. Multiple offenders are seen as even a greater threat (84% major threat). Two-thirds (66%) feel reducing drunk driving is extremely important in terms of where tax dollars should be spent.



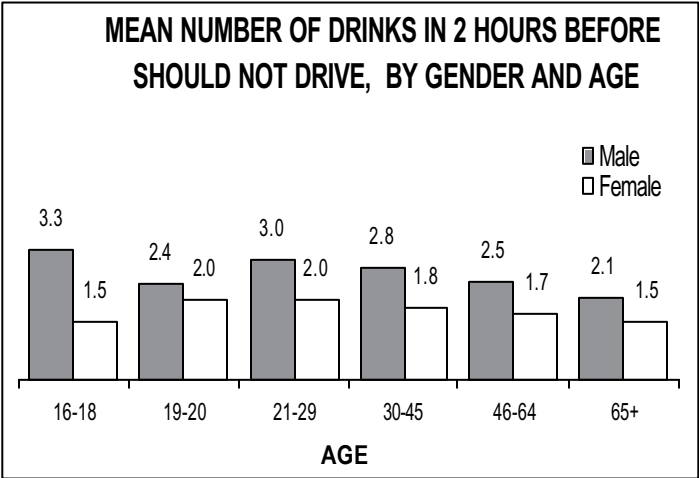
Q103/110a/S6: In your opinion, how much is drinking and driving by ~~people~~ ~~people~~ CONVICTED OF MULTIPLE DRINKING AND DRIVING OFFENSES] a threat to the personal safety of you and your family? Please tell me if you think this is extremely important, somewhat important, not very important, or not at all important in terms of where tax dollars should be spent. [Base: all respondents n=6002]

Large proportions of those age 16 and older are supportive of “zero tolerance”¹ for drinking and driving for drivers of all ages. Seven in ten (70%) agree that people should not be allowed to drive if they have had any alcohol at all. Non drinker-drivers (80%) are more supportive of this belief than are drinker-drivers (33%).



Q104a: For [each of] the following statements, please tell me whether you strongly agree, somewhat agree, somewhat disagree, or strongly disagree. People should not be allowed to drive if they have been drinking any alcohol at all. [Base: Drinker-drivers n=1300, Other n=4702]

A majority (62%) of persons of driving age believes that they, themselves, should not drive after consuming two or more alcoholic beverages. In contrast, on average, male drinker-drivers under age 30 feel that they can safely drive after consuming about three drinks within two hours. An average 170-pound male would still be below the legal limit² (either .08 or .10) after three drinks.



Q31: How many [drinks of alcoholic beverage drunk most often] could you drink in two hours before you should not drive? [Base: drivers who drink**]

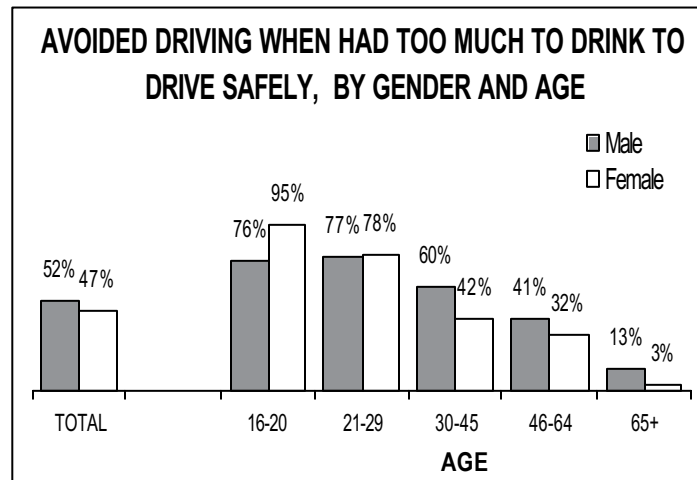
Sample Base: Drivers who drink						
	16-18	19-20	21-29	30-45	46-64	65+
Male	136	67	294	588	427	173
Female	121	64	307	611	497	195

¹ “Zero tolerance” denotes no alcohol being allowed before driving for drivers of all ages.

² Drinking-drivers: Drove within two hours after drinking in the past year.

Prevention and Intervention of Drinking and Driving

Half of drivers (50%) 16 or older who consume alcoholic beverages report at least one occasion where they refrained from driving when they thought they might have been impaired. Such behavior is much more prevalent among persons under age 30. Most of these persons rode with another driver instead (63%).

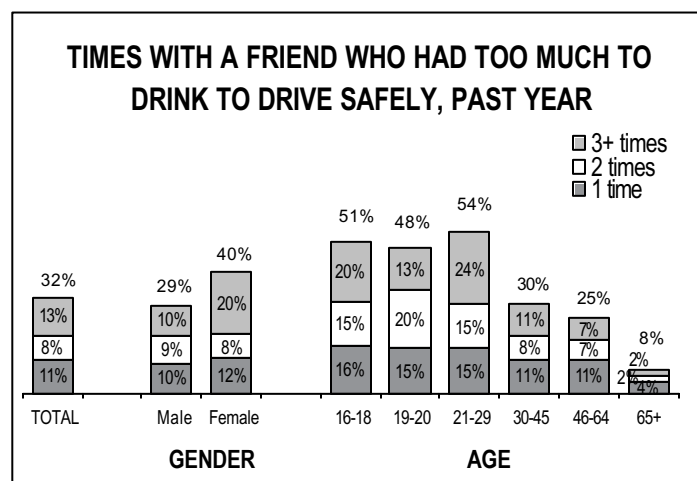


Q54: In the past 12 months, have you ever deliberately avoided driving a motor vehicle because you felt you probably had too much to drink to drive safely? % Yes [Base: drove after drinking past year n=1244]

	Total	16-18	19-20	21-29	30-45	46-64	65+
Male	787	136	67	294	588	427	173
Female	457	121	64	307	611	497	195

Despite awareness and education programs such as “Friends don’t let friends drive drunk,” social pressures lead more than one-quarter of young people to consume more alcohol than they had planned.

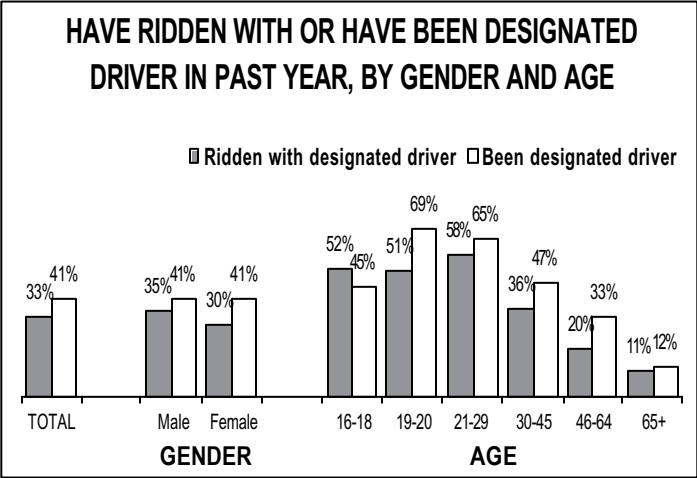
About one-third (32%) of persons of driving age have been with a friend who may have had too much to drink to drive safely, including half of those under age 30. Most of these (80%) tried to stop the friend from driving. Intervention was successful about 75% of those times, or in 60% of instances where a friend had too much to drink and drive safely.



Q96: In the last year, how many times were you in a situation where you were with a friend who had too much to drink to drive safely? [Base: all respondents n=6002]

	Total	16-18	19-20	21-29	30-45	46-64	65+
Total	6002	660	241	804	1753	1615	906
Male	2607	327	115	365	786	670	336
Female	3395	333	126	439	967	945	570

On the positive side, one-third (33%) of those 16 or older have ridden with a designated driver in the past year, with those age 16-29 most likely to have done so (54%). About four in ten drivers (41%) have acted as a designated driver in the past year with two-thirds of those age 19-29 doing so. Designated drivers were reported to have consumed less than one-quarter of one alcoholic drink, on average, prior to driving.

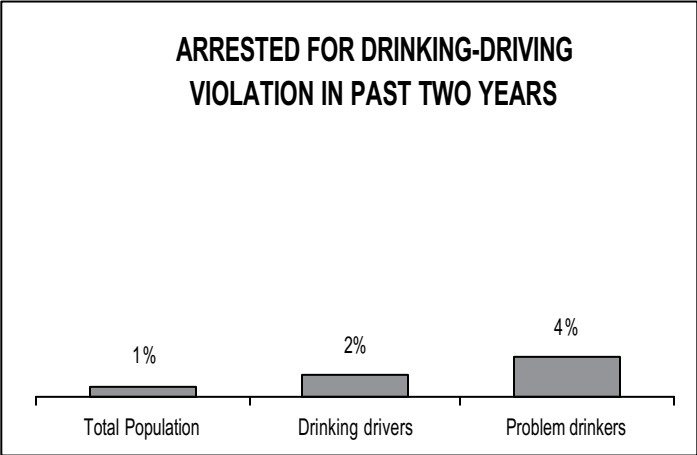


Q61: In the past year, have you ridden anywhere with someone else who agreed to be the designated driver? [Base: all respondents**] Q64b: Have you been a designated driver for other passengers in the past year? [Base: all respondents**]

Enforcement

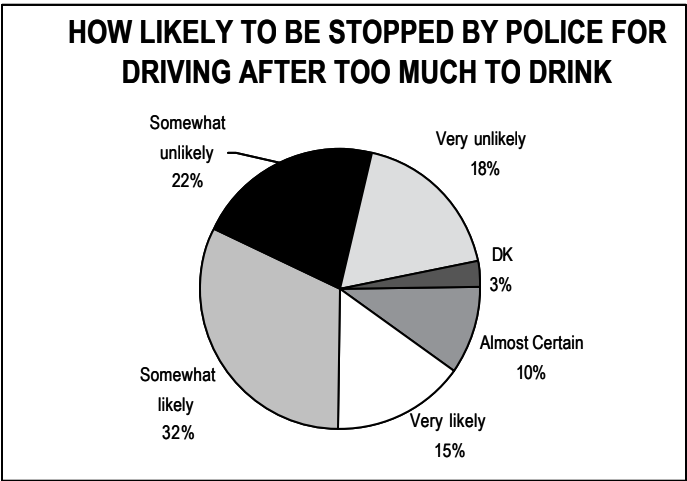
About 1% of the driving age public report being arrested for impaired driving in the past two years. Males under age 30 were most likely to have been arrested (2%). This is consistent with the higher average calculated BAC levels of young drinker-drivers.

Drinking-drivers are twice as likely to have been arrested for drinking-driving violations while problem drinkers were four times as likely to have been arrested.



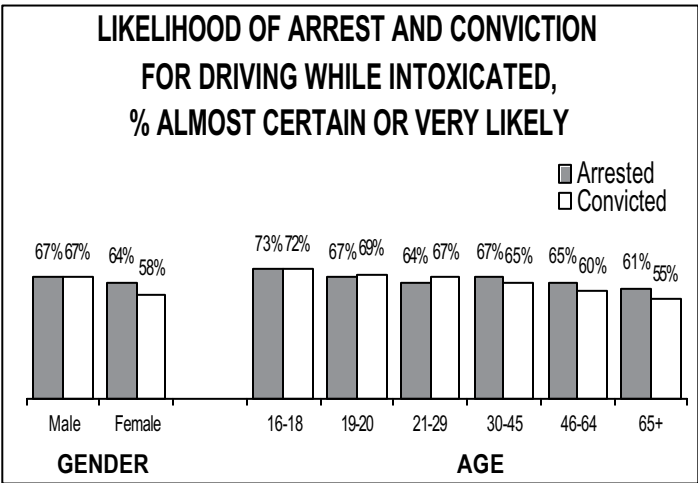
Q113: Have you been arrested for a drinking and driving violation in the past 2 years? [Base: all respondents, n=6002, drinking drivers n=1300, problem drinkers n=639]

Only one-quarter (25%) of the driving age public feels that it is very likely or almost certain that they would be stopped by police for driving after they had too much to drink. While an additional 32% feel this outcome is somewhat likely, 40% of drivers believe it unlikely that police would stop them for driving after they had too much to drink.



Q106: How likely are you to be stopped by a police officer for driving after you have had too much to drink? [Base: all respondents n=6002]

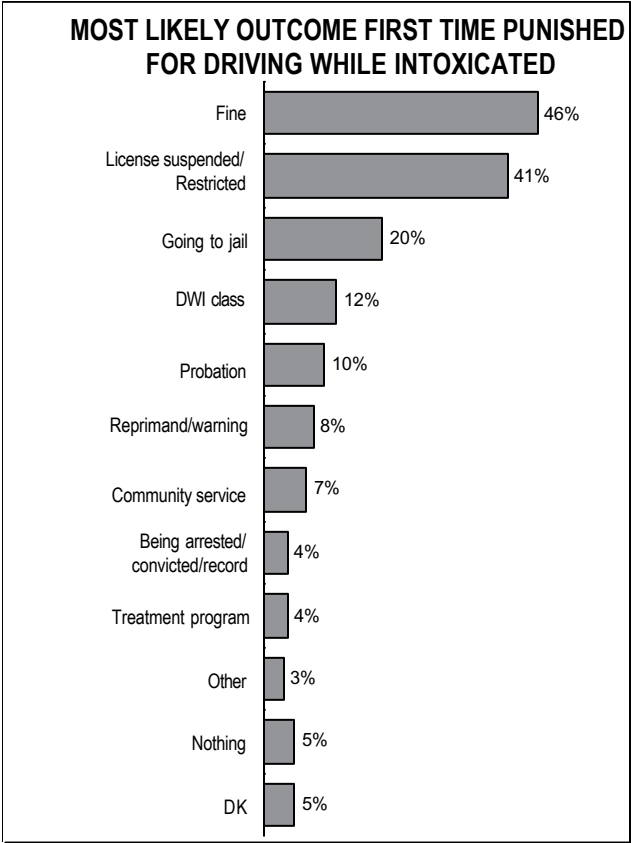
Nearly two-thirds (65%) of the driving age public feel that a person would be arrested if they were stopped while intoxicated. Slightly more than six of ten (62%) believe that a conviction is very likely or almost certain if they were arrested for a drinking-driving violation, while 15% feel that a conviction would be unlikely. The greater fear of arrest and conviction among 16-20 year olds may help limit their drinking-driving behavior.



Q108: If a police officer stops you while intoxicated, how likely would it be that you would be arrested? [Base: all respondents n=6002]
Q109: If you were arrested for driving while intoxicated, what is the likelihood that you would be convicted of that offense? [Base: all respondents n=6002]

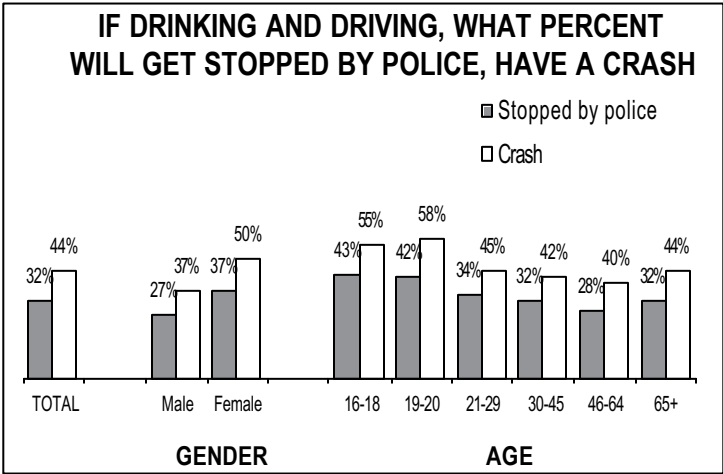
	Total	Male	Female	16-18	19-20	21-29	30-45	46-64	65+
Total	6002	2607	3395	660	241	804	1753	1615	906

Most drivers believe that once convicted of drunk driving for a first offense, drivers will receive a fine (46%) and/or a suspended or restricted license (41%). Only 20% think the person will go to jail, and one in ten or fewer believe another outcome is likely. One in twenty (5%) feel that “nothing” will likely happen.



Q110: What would most likely happen to a driver the first time he was punished for drunk driving? [Base: all respondents n=6002, three responses allowed]

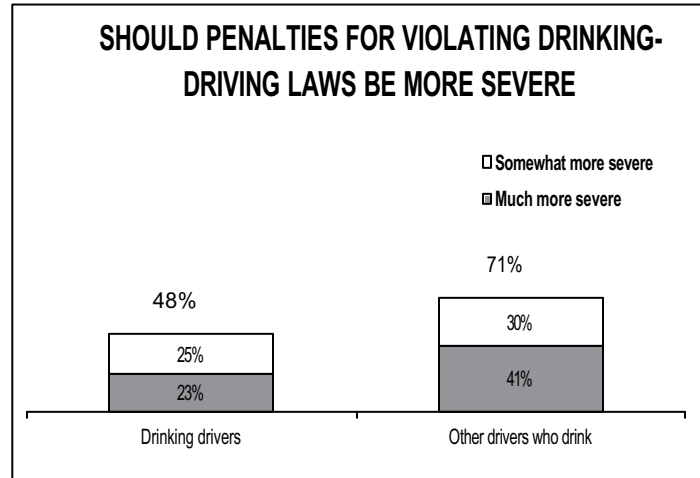
The driving age public generally feels that an impaired driver is more likely to have a crash than to be stopped by police. On average, the public feels that about 44% will get in a crash while the police will stop about 32%. Persons under age 21 also perceive a greater likelihood of both outcomes than do older adults.



Q105a: In your opinion, what percent of drivers who are impaired by alcohol (and then drive) will get stopped by the police or have a crash? [Base: all respondents]

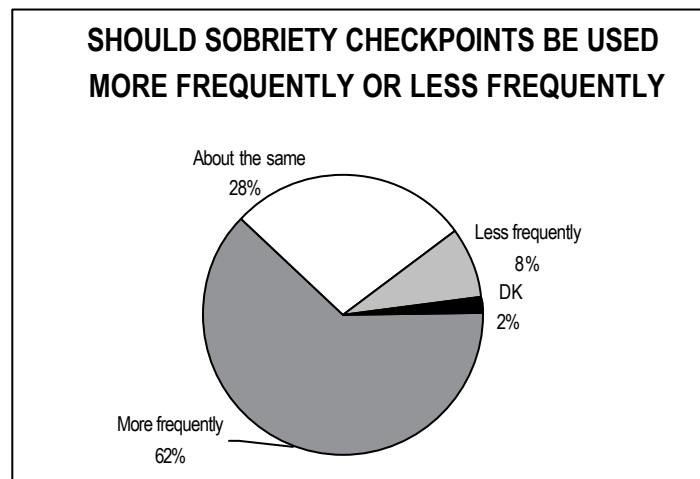
	Total	Male	Female	16-18	19-20	21-29	30-45	46-64	65+
Total	6002	2607	3395	660	241	804	1753	1615	906

The driving age public supports increased penalties for drinking and driving. Seven out of ten (71%) persons age 16 or older feel that drinking-driving penalties should be much (43%) or somewhat more (27%) severe. Drinking-drivers are significantly less likely to want penalties to be more severe.



Q116: In your opinion, should the penalties that are given out to drivers who violate the drinking and driving laws be...? [Base: Drinking drivers n=1300, Other drivers who drink n=2195]

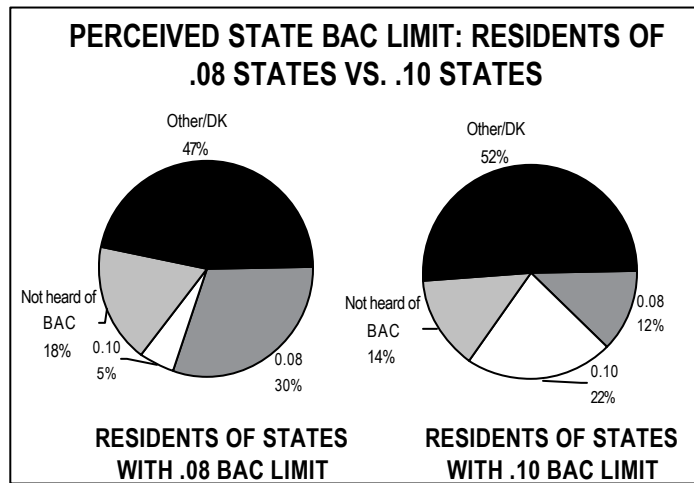
About one in three (32%) persons of driving age have seen a sobriety checkpoint in the past year. About 18% have been through such a checkpoint themselves at least once. A majority (62%) feels that sobriety checkpoints should be used more frequently. Drinker-drivers (45%) are much less likely than other drivers (62%) to feel sobriety checkpoints should be used more often.



Q122: Do you think sobriety checkpoints should be used more frequently, about the same as they are now, or less frequently? [Base: all respondents n=6002]

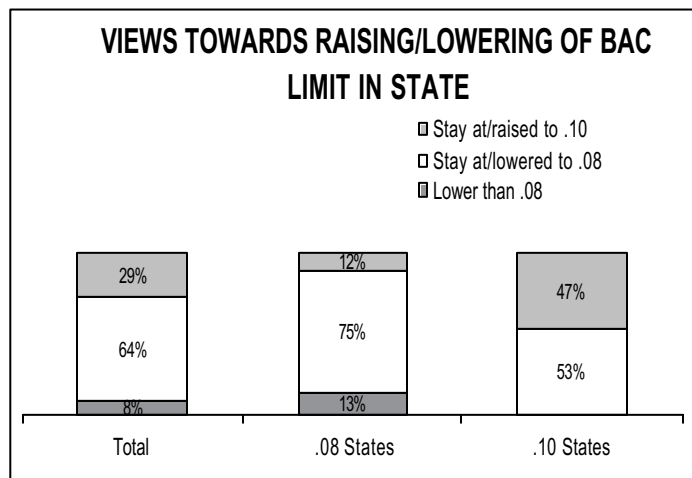
Blood Alcohol Concentration (BAC) Levels

Over four of five (83%) persons of driving age have heard of blood alcohol concentration (BAC) levels, but only 27% can correctly identify the legal BAC limit for their state. Those living in .08 BAC states are more likely to correctly know their state's legal limit.



Q125: To the best of your knowledge, what is the specific BAC limit for your state?
 [Base: respondents in .08 and .10 BAC states; answers were compared with actual BAC limits for each respondent's state of residence; .08 states n=3439, .10 states n=2563]

Two-thirds (64%) of driving age residents who have heard of BAC levels support the use of a .08 BAC legal limit in their state. More than eight of ten (88%) of those who currently reside in .08 states believe that the limit should remain at .08 or be made stricter, while 53% of those in .10 states feel their state should lower the limit to .08. About six in ten (61%) feel that all or most drivers would be dangerous at the BAC limit in their state.

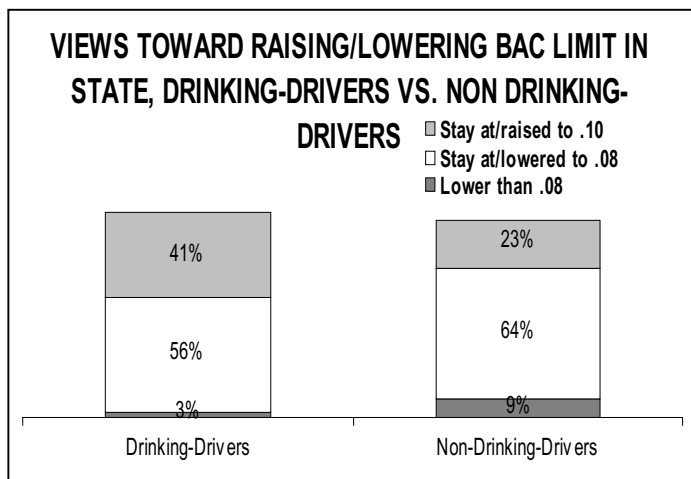


Q130f: The BAC limit in your state is currently .08. In your opinion, should the BAC level in your state be raised, that is made looser to a level of .10, or should it stay at its current level of .08?

Q130e: The BAC limit in your state is currently .10. In your opinion, should the BAC level in your state be lowered that is made stricter to a level of .08, or should it stay at its current level of .10?

[Base: heard of BAC levels, total n=5798, .08 states n=3469, .10 states n=2343]

Support for .08 is strongest among those who do not drink and drive, with 73% feeling the limit should be .08 or stricter (lower). While support is not as strong among those who drink and drive, 59% of this group also support a BAC limit .08 or stricter.



Q130f: The BAC limit in your state is currently .08. In your opinion, should the BAC level in your state be raised, that is made looser to a level of .10, or should it stay at its current level of .08?

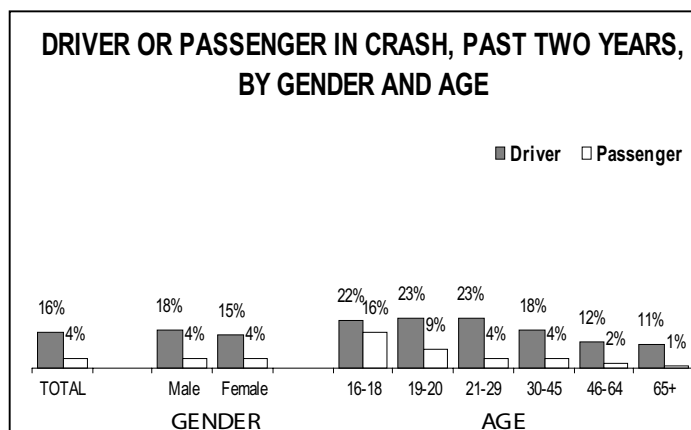
Q130e: The BAC limit in your state is currently .10. In your opinion, should the BAC level in your state be lowered that is made stricter to a level of .08, or should it stay at its current level of .10?

[Base: specified in the chart and heard of BAC levels - Drinking-drivers n=1287, Non-Drinking-Drivers n=4675]

Crash Experience

One in six (16%) persons of driving age were involved in a motor vehicle crash as a driver in the past two years. Drinker-drivers (19%) were more likely to have been in a crash than other drivers who drink but didn't drive within two hours of consumption (14%). Alcohol was involved in about 2% of all reported crashes, and in 4% of crashes by male drivers.

Overall, drivers under age 21 were more likely to be involved in a crash both as a driver (23%) and a passenger (14%) than were most other drivers. Male drivers age 21-29 were just as likely as younger male drivers to be in a crash.



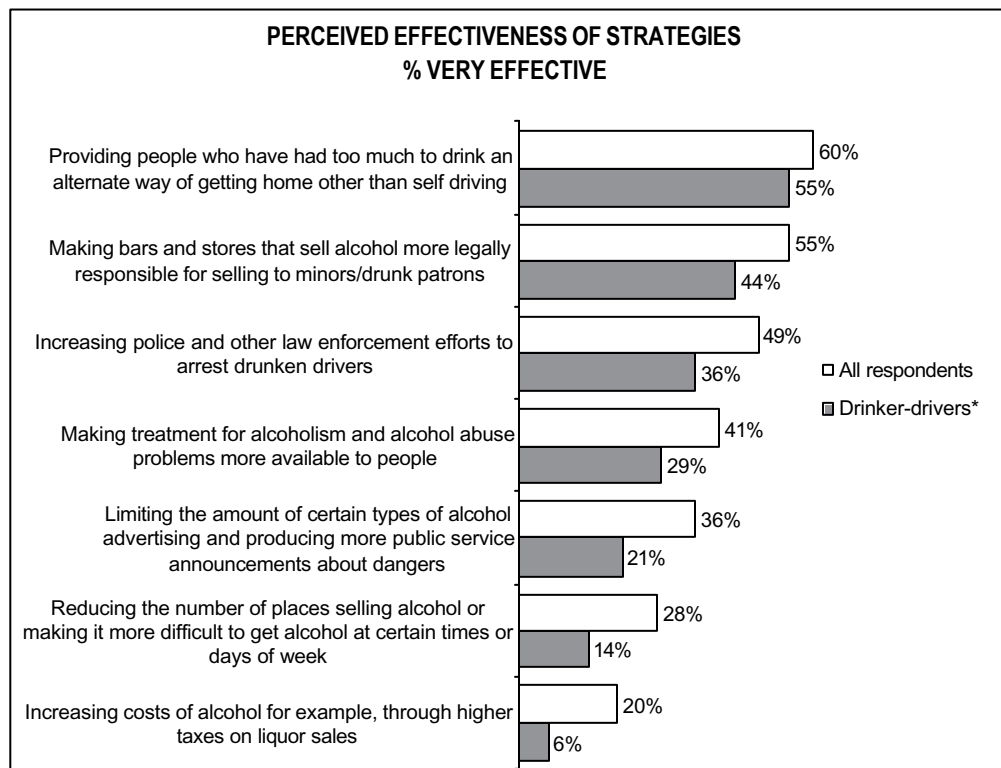
Q131a/Q135a: In the past two years, have you been involved in a crash while driving a motor vehicle/While you were the passenger? [Base: all respondents n=6002]

	Total	Male	Female	16-20	21-29	30-45	46-64	65+
Total	6002	2607	3395	901	804	1753	1615	906

Perceived Effectiveness of Strategies to Reduce Drunk Driving

The general driving age population feels that providing alternative means of transportation (to self driving) for impaired drivers (60% very effective), and making bars and liquor stores more legally responsible for selling to minors/drunken patrons (55%) would be the most effective strategies to reduce impaired driving. Increasing law enforcement efforts to arrest drunk drivers (49%) and making alcohol treatment more available (41%) are perceived to be less effective measures, but still more than four of ten think they could be very effective. Limiting alcohol advertising (36%), making alcohol harder to buy by limiting sales outlets (28%), and increasing the cost through increased taxes (20%) are felt to be very effective strategies by smaller proportions of the general population.

Drinker-drivers (those undertaking the activities we asked about reducing) are much less likely to feel that reducing alcohol consumption through increased costs, reduced outlets or reduced advertising will be effective means to reduce impaired driving.



Q139: In your opinion, how effective do you think each of the following strategies would be?
[Base: all respondents n=6002, drinker-drivers n=1300]

*Drinker-drivers: Drove within two hours after drinking in past year.

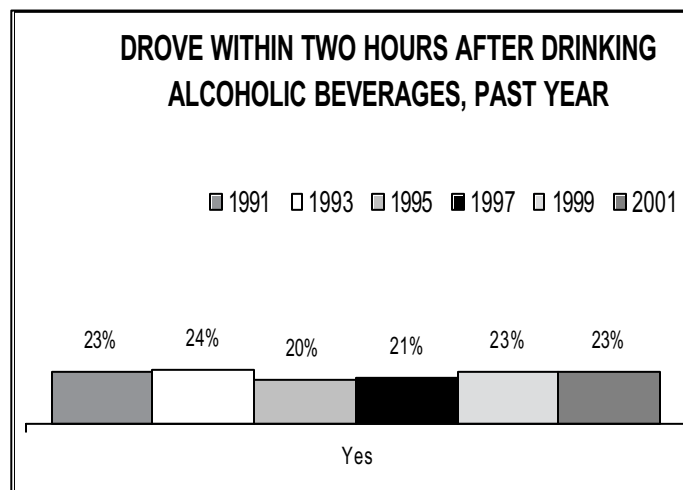
Trends 1991-2001

A key purpose of this study is to examine trends in attitudes and behaviors regarding drinking and driving. While new questions were added to the surveys in 1995, 1997, 1999, and again in 2001, much of the survey content has remained similar to the 1991 benchmark study. Data on similar questions were compared to identify statistically significant changes over time. All differences highlighted in this report were found to be statistically significant using ANOVA, Pearson's chi-square tests, and paired t-tests as appropriate, at a $p=.05$ level.

Since the 1991 study included only persons age 16 to 64 (the later studies included persons over 64 as well), this trend analysis includes only this age group for comparisons across all six administrations.

Drinking-Driving Prevalence

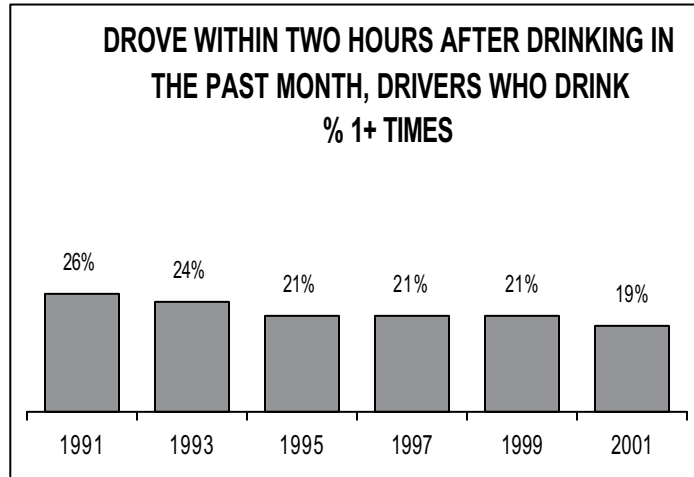
The proportion of the driving age population who report driving within two hours of drinking in the past year had been on a decline from 24% in 1993 to 20% in 1995. The estimate of past-year drinker-drivers increased back to 23% in 1999. It remains at 23% in 2001.



Q33: In the past 12 months, have you ever driven a motor vehicle within two hours after drinking alcoholic beverages? [Base: all respondents age 16-64; 1999 $n=2406$, 1993 $n=3590$, 1995 $n=3471$, 1997 $n=3358$, 1999 $n=4264$, 2001 $n=5073$]

While the proportion of drinker-drivers has increased slightly since 1997, among drivers who drove after drinking alcohol “in the past year,” the average number of past-year trips has declined steadily from 13.4 trips in 1993 to 11.1 trips in 1997, and has remained roughly the same at 11 average yearly trips in 1999 (11.3) and 2001 (10.9).

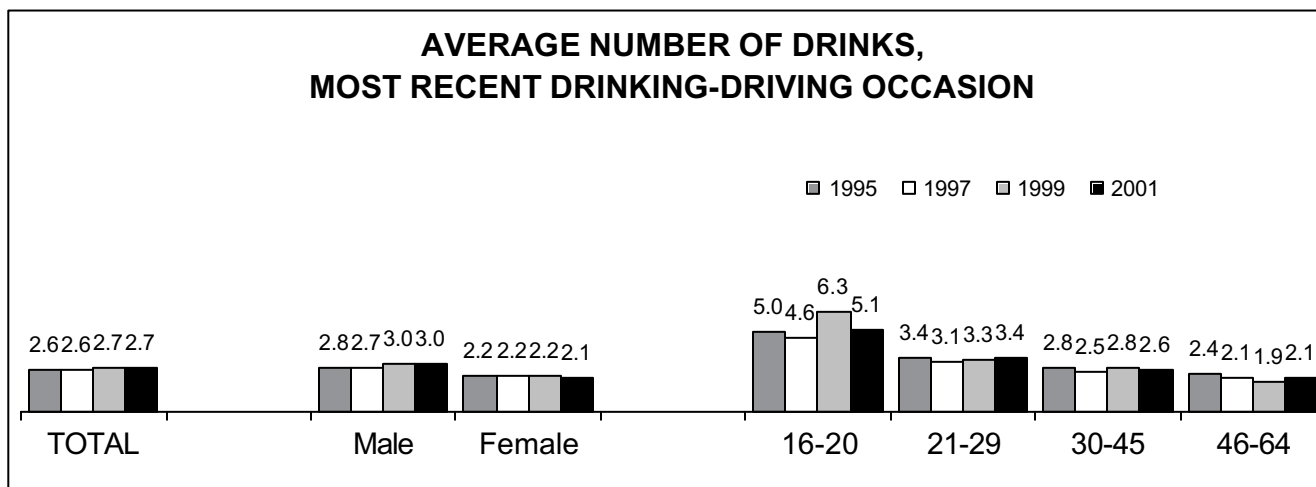
Past month drinking-driving trips show a steadier decline since 1991, from 26% in 1991 to 24% in 1993, to 21% in 1995 and then to 19% in 2001.



Q35: In the past 30 days, how many times have you driven a motor vehicle within two hours after drinking alcoholic beverages? [Base: drivers age 16-64 who drank alcohol in past year]

[Bases: 1991 n=1633, 1993 n=2493, 1995 n=2017, 1997 n=2291, 1999 n=2770, 2001 n=3204]

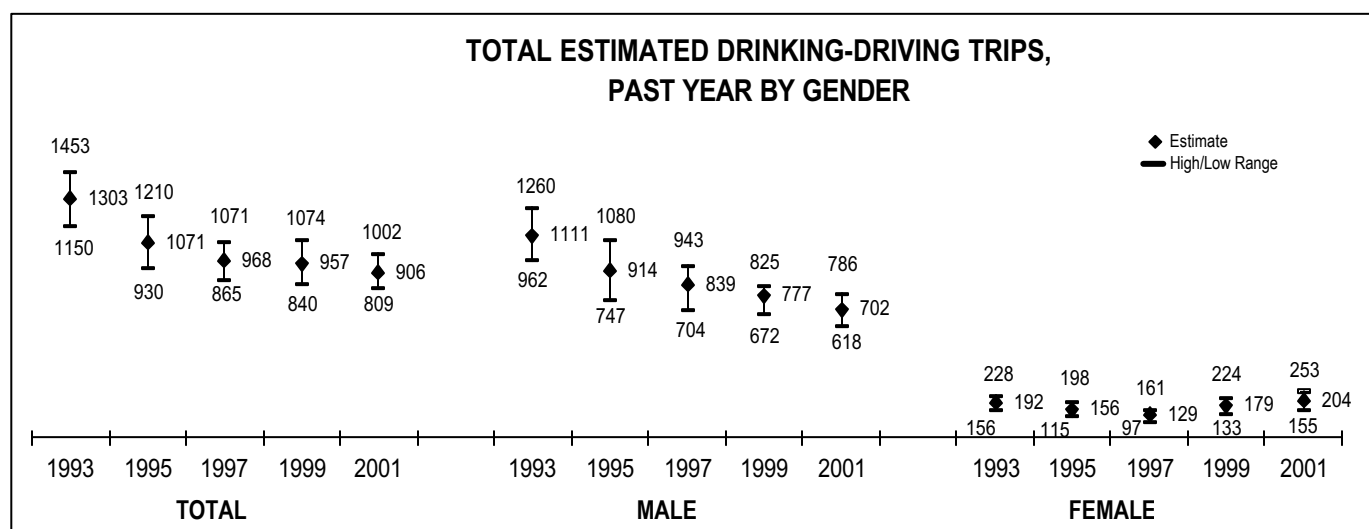
The amount of alcohol consumed on the most recent trip remains steady since 1995 when it was first measured, with an average of 2.6 drinks in 1995 and 1997, and 2.7 drinks in 1999 and 2001. Those age 16-20 continue to consume more drinks on the most recent drinking-driving occasion than older drinker-drivers.



Q38: How many drinks did you have on that (most recent) occasion? [Base: drinker-drivers age 16-64]

	Total 16-64	Male 16-64	Female 16-64	16-20	21-29*	30-45	46-64
1995	767	529	238	87	167	320	193
1997	878	568	292	34	200	400	244
1999	1009	640	369	29	234	462	282
2001	1177	730	447	80	257	473	367

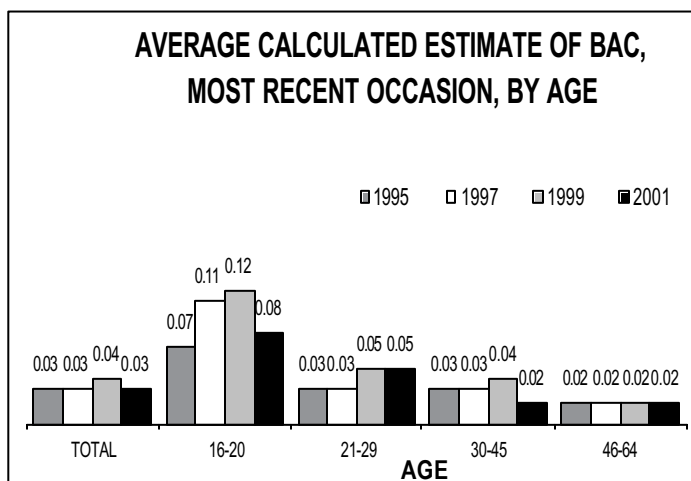
The total number of estimated drinking and driving trips continues to decrease from the 1.3 billion estimated trips in 1993 to an estimated 906 million trips in 2001. The 2001 trip estimate is a decrease of about 5% from the 1999 estimate of 957 million trips. The decrease in estimated drinking-driving trips is especially significant in that the decrease continues despite an increase in population.



Sample bases for this page:

	Total 16-64	Male 16-64	Female 16-64	16-20	21-29	30-45	46-64
1995	767	529	238	87	167	320	193
1997	878	568	292	34	200	400	244
1999	1009	640	369	29	234	462	282
2001	1177	730	447	80	257	473	367

Drinker-drivers drive with an average estimated calculated BAC of .03. This calculated BAC level is slightly lower in 2001 than the .04 BAC estimated in 1999, but is similar to the .03 BAC estimated in 1995 and 1997. Minors (16-20) continue to drive with higher calculated BAC levels than do older drivers.



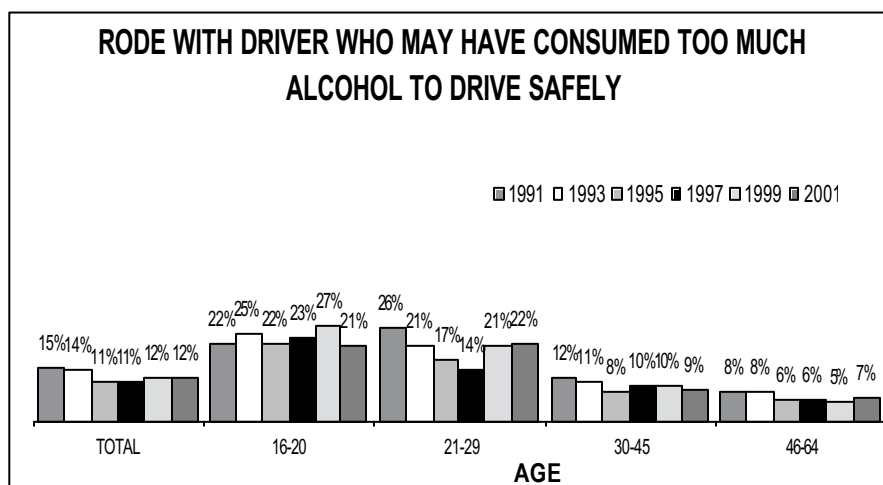
BAC calculated using NHTSA BAC estimation formula using gender, weight, number of drinks consumed, length of time drinking, and length of time between last drink and driving.

[Base: drinker-drivers age 16-64]

	Total	Male	Female				
	16-64	16-64	16-64	16-20	21-29	30-45	46-64
1995	767	529	238	87	167	320	193
1997	878	568	292	34	200	400	244
1999	1009	640	369	29	234	462	282
2001	1177	730	447	80	257	473	367

Riding with Impaired Drivers

While relatively few persons age 16 to 64 put themselves at risk by riding with an impaired driver in the past year, this level still has decreased from its 1991 level of 15% to about 12% currently. After showing significant declines in this behavior between 1991 and 1997, persons in their 20s reported a significant increase in this risky practice in 1999 which has remained in 2001.

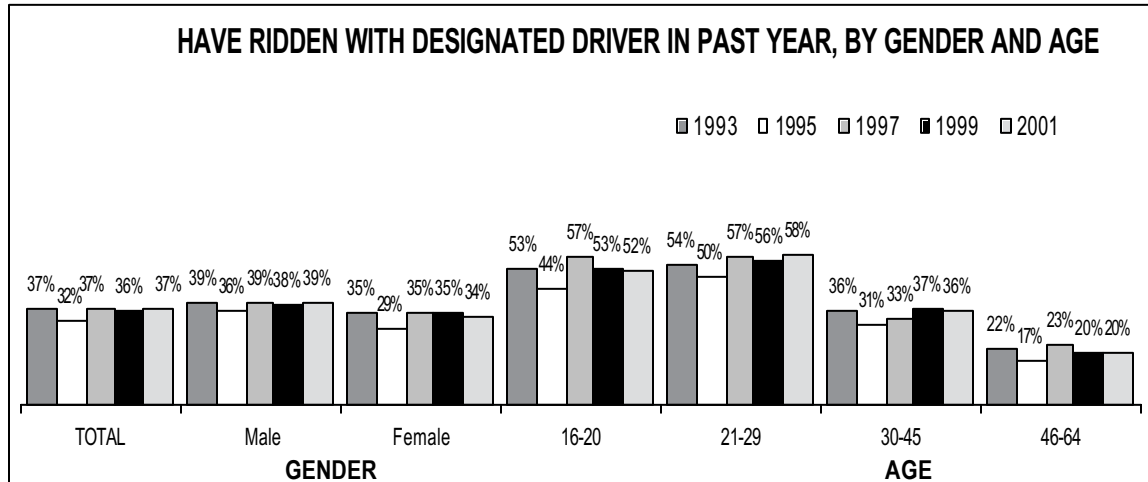


Q57: In the past 12 months, did you ever ride in a motor vehicle with a driver you thought might have consumed too much alcohol to drive safely? [Base: all respondents age 16-64]

	Total				
	16-64	16-20	21-29	30-45	46-64
1991	2406	268	583	928	627
1993	3590	617	1183	1125	665
1995	3471	946	527	1154	844
1997	3358	282	588	1412	1076
1999	4264	318	764	1691	1476
2001	5073	901	804	1753	1615

Designated Drivers

The reported use of designated drivers increased between 1995 and 1997 (from 32% to 37%), and remains at 37% in 2001. The number of drivers acting as a designated driver increased from 42% in 1993 to 52% in 1997. It dropped to 48% in 1999 and remains near this level in 2001 (47%). Those in their 20s continue to be the most prevalent users.

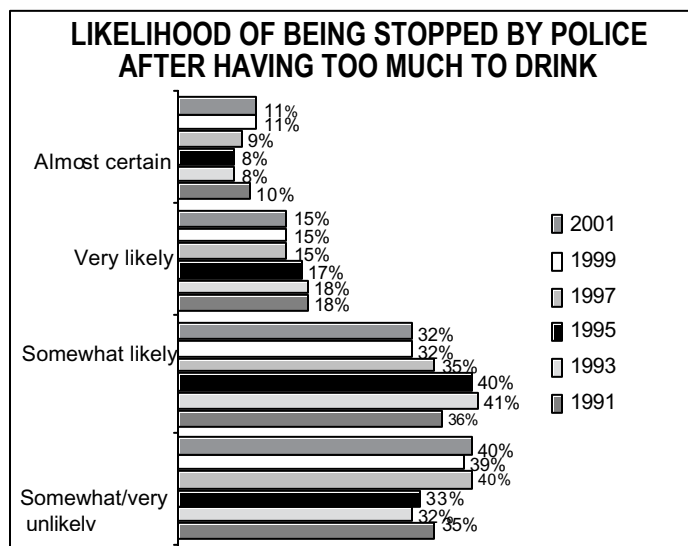


Q61: In the past 12 months, have you ever ridden anywhere with someone else who agreed to be the designated driver?
 [Base: all respondents age 16-64]

	Total	16-64	16-20	21-29	30-45	46-64
1993	3590	617	1183	1125	665	
1995	3471	946	527	1154	844	
1997	3358	282	588	1412	1076	
1999	4264	318	764	1691	1476	
2001	5073	901	804	1753	1615	

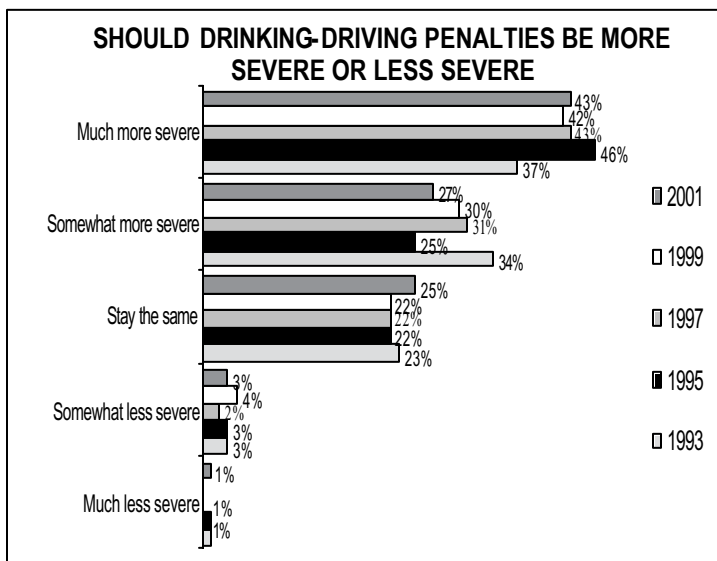
Beliefs About Enforcement

The driving age public has become less likely to believe they would be stopped by the police for driving after consuming too much alcohol since the early 1990s. Currently about four of ten feel it is unlikely they would be stopped by police as compared to about one-third who felt this way from 1991 to 1995.



Q106: How likely are you to be stopped by a police officer for driving after you have had too much to drink?
 [Base: all respondents age 16-64]

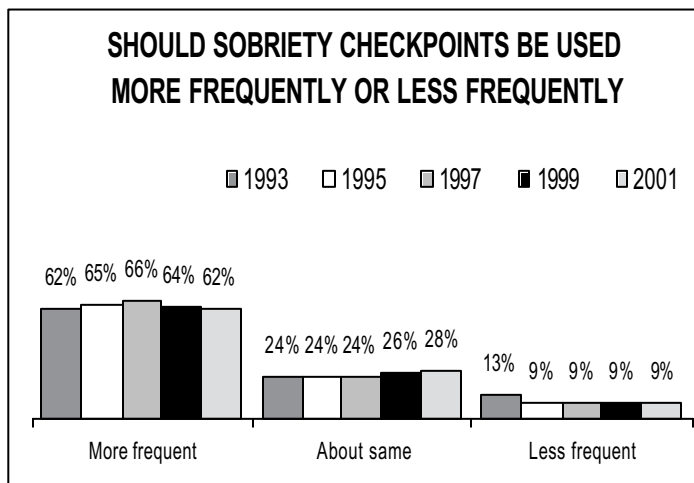
Slightly more than four in ten (43%) people age 16 to 64 continue to feel that penalties for drinking and driving should be much more severe than they are now. This trend has held since 1997.



Q116: In your opinion, should the penalties for violating drinking and driving laws be...?

[Base: all respondents age 16-64; 1991 n=2406, 1993 n=3590, 1995 n=3471, 1997 n=3358, 1999 n=4264, 2001 n=5073]

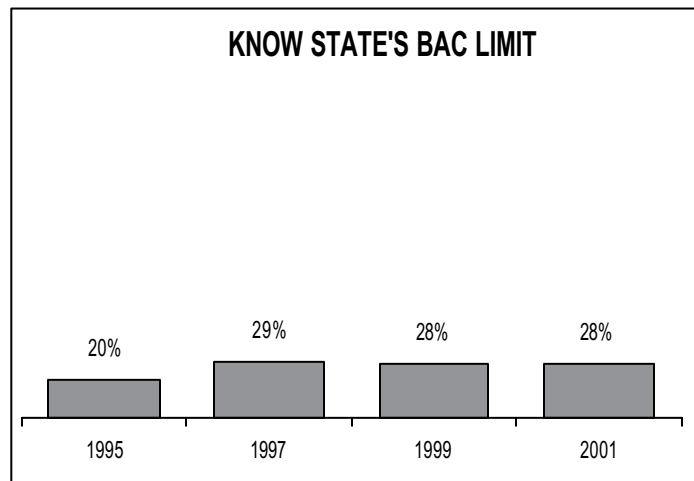
Support for zero tolerance, measured as strong agreement that people should not be allowed to drive if they have had any alcohol at all, has remained generally consistent since 1991, with about 48% strongly supporting zero tolerance. Support for more frequent use of sobriety checkpoints increased from 62% in 1993 to 66% in 1997, but has dropped consistently over the next two administrations to 64% in 1999 and 62% in 2001.



Q122: Do you think sobriety checkpoints should be used more frequently, about the same as they are now, or less frequently? [Base: all respondents age 16-64]

Awareness and Knowledge of BAC Levels

While reported awareness of BAC (blood alcohol concentration) levels increased between 1995 and 1997, (with about 84% of the driving age public reporting awareness as compared to 79% in 1995), it decreased in 1999 to 80% and rose again in 2001 to 85%. The percent of the driving age public who can correctly identify the BAC limit for their state increased from 20% in 1995 to 29% in 1997 and has remained near this level since. Those living in .08 BAC states continue to be more knowledgeable than those living in .10 BAC per se states.

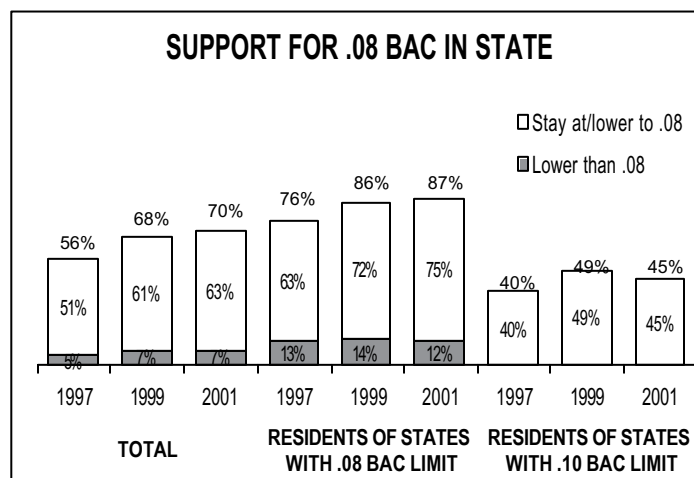


Q125: To the best of your knowledge, what is the specific BAC limit for your state at which a person would be considered legally intoxicated?

[Base: all respondents' answers were compared with actual BAC limits for each respondent's state]

Acceptance of BAC Limits

Support of .08 BAC limits increased significantly between 1997 (when it was first measured) from 56% at that time to 68% in 1999 and 70% in 2001. Fourteen states and DC enacted .08 BAC per se laws in 1995 (15 states had .08 BAC per se laws at the time of the 1997 administration). Support for .08 BAC remains strongest among residents in states currently with a .08 limit.

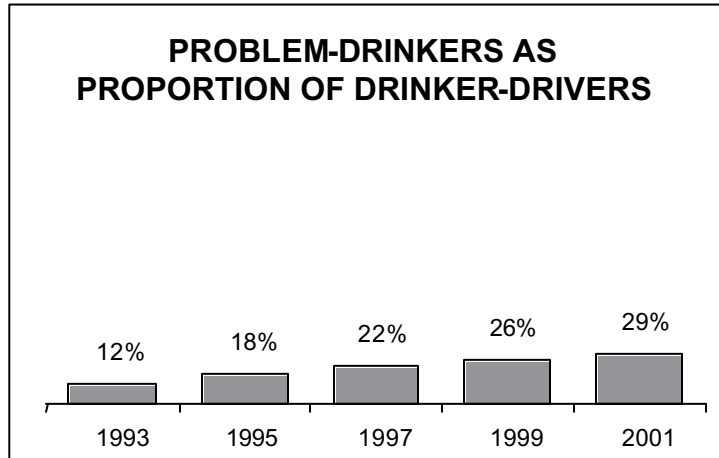


Q130e/130f: The BAC limit in your state is currently [.10/.08] in your opinion, should the BAC in your state be [lowered to .08/stay at current .08 level]?

[Base: all respondents' answers were compared with actual BAC limits for each respondent's state]

Indicators of Problem Drinkers

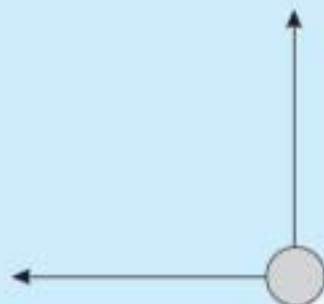
Estimates of problem-drinkers of the driving age public (those identified as very heavy or binge drinkers or those with psychological impacts from drinking) continue to increase since 1993. Problem-drinkers accounted for 12% of drinker-drivers in 1993 and 24% of drinker-drivers in 1999. In 2001, 29% of drinker-drivers are considered problem-drinkers. While these problem-drinkers account for 29% of drinker-drivers, they are responsible for 46% of all the drinking-driving trips made in 2001 (between 343-491 million).



[Base: Drinker-drivers age 16-64]

[Total age 16-64; 1991 n=642, 1993 n=1048, 1995 n=767, 1997 n=878, 1999 n=1009, 2001 n=1177]

DOT HS 809 549
March 2003



U.S. Department of Transportation
National Highway Traffic Safety
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